

**Agenda No.:** 5  
**Public Hearing:** Comprehensive Plan Amendment (CA08-0001)  
**Applicant(s):** City of Frisco

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**DESCRIPTION:**

A request to amend the Comprehensive Plan to incorporate the Hike & Bike Trail Master Plan.

**HISTORY:**

As part of the Comprehensive Plan Advisory Committee's "2007-08 Implementation Priorities", Parks and Recreation staff has been working to bring forward an update of the City's Hike & Bike Trail Master Plan and incorporate the Plan into the Comprehensive Plan.

The City hired HNTB to provide an update of the Hike and Bike Master Plan for several reasons:

- Update the graphics so it more accurately shows the development of the City over the last 5 years.
- Coordinate connectivity with northern and western cities that were less developed when the last plan was approved.
- Study mid-block crossings now that more trails have been developed.
- Document all the trails that have been constructed over the last 5 years.

The Parks and Recreation Board engaged several residents to participate on the committee updating the plan. This committee met in public numerous times as well as had staff meet on two separate occasions with members of the local cycling group to ascertain their needs as well as gain their input on the revised plan.

Issues that came up during the committee meetings included:

- Amount of area the City requires between a street and a screen wall or fence. The Parks and Recreation Board was concerned that there was not enough room and that it would be safer with additional width. Staff explained that the areas of town where the Board Members were citing were developed using past standards and that the new standards allowed for more room. Staff further explained the possible opposition from the development community as well as the cost associated with securing this additional buffer.

- The Board indicated the desire for more grade separated intersections of motor vehicles and pedestrian and cyclist. Below grade crossings have been incorporated into the plan. The consultants explained the difficulty and cost associated with pedestrian bridges over roadways. For most cases it would be cost prohibitive for the relatively small number of people using it.
- The Cycling community asked for additional roads to be designated as Bike Lanes. Their request was incorporated into the plan.
- There was some discussion on the need to stripe bike lanes within the roadways and after discussion it was agreed that the better option is to not stripe the lanes due to motor vehicles not using that portion of the road and it collecting debris. The gutter line stays cleaner if no bike lane is striped.
- The Cycling community asked that roadways be re-striped to allow for two 11 foot lanes and one 14 foot lane. Staff as well as the consultants discussed this with the Board and the plan indicates that this striping will be looked at on a case by case basis in the future and the road must meet a list of criteria (page 15 of the Plan) to be considered for re-striping.
- The requirement for roadway paving to be 3 feet wider on Bike lanes has been removed from the Plan. Both the Board and the Cycling Community were in agreement with this modification.

The Board approved the revised plan on September 11, 2008 and recommended that the Planning & Zoning Commission incorporate the Hike & Bike Trail plan into the Comprehensive Plan. The Hike & Bike Trail Master Plan and the Comprehensive Plan Amendment shall be forwarded to City Council for their consideration and approval.

**REMARKS:**

Several of the Key outcomes of the plan included:

- Revised plan graphics to show all existing trails and development of the City.
- Recommendations on mid-block crossings.
- Elimination of extra paving along thoroughfares for bike lanes.
- Increased number of thoroughfares identified as bike lanes.
- Coordination of key nodes for connectivity with our neighboring cities.
- Development of an implementation plan.

Key amendments from the previous Hike & Bike Trail Master Plan included:

- Revised plan graphics to show all existing trails and development of the City of Frisco
- Recommendations on mid-block crossings
- Elimination of extra- paving along thoroughfares for bike lanes
- Increased number of thoroughfares identified as bike lanes
- Coordination of key nodes for connectivity with our neighboring cities
- Development of an implementation plan

**PROCEDURE:**

When the City's Charter was updated in 2002, the Comprehensive Plan section was revised, incorporating the Parks and Open Space Plan as part of the overall Comprehensive Plan. While the Parks and Recreation Board is the recommending body regarding components of the Parks and Open Space Plan (including the Hike & Bike Trail Master Plan), procedurally, the Planning & Zoning Commission must hold a public hearing for amendments to the Comprehensive Plan. The City Council will have ultimate authority over approval of the Hike & Bike Trail Master Plan and the amendment to the Comprehensive Plan.

**SUMMARY:**

The Implementation Strategies outlined in the Comprehensive Plan called for an update to the City's Hike & Bike Trail Master Plan and for that plan to be incorporated into the Comprehensive Plan. This action requires an amendment to the Comprehensive Plan. It is recommended that the Planning & Zoning Commission recommend approval of the amendment as incorporating the 2008 Hike & Bike Trail Master Plan into the Comprehensive Plan.

**RECOMMENDATION:**

Recommended that the Planning & Zoning Commission approve the amendment and support the Parks & Recreation Board's recommendation as submitted.